

THE TRIBUNE.

DANVILLE, KY.
FRIDAY, 11:15 APRIL 15, 1853.

SELECTED ITEMS. ON ALL SORTS OF SUBJECTS.

BE SCISSORS AND PASTE-BRUSH.

News is the morning star until May 15, then evening star in Feb. 28, 1854.

It is stated that very rich gold mines have recently been discovered in Oregon.

An American telegraph is being established between Boston and New York.

Hon. J. C. Mason (according to the Mt. Sterling Whig) declines a re-nomination for Congress.

We learn that on Sunday night last about twenty slaves ran away from Bond County.

A small Irish lad was drowned at Monaca, Kentucky, river, last Wednesday evening. He had ridden a horse to water, and fell off.

Major John P. Campbell has announced himself as a Whig candidate for Congress in the Second District.

On Wednesday a stable belonging to Stephen Hall, was destroyed by fire at Paris and three horses were burnt.

Ata residence at Cairo, Ill., a family consisting of man and wife, and one child were burnt to death in their house.

The auction sales of last county court day at Paris amounted to \$50,472. Over 1100 articles were offered for sale.

There are as far as we have seen the returns of the different townships in Indiana, has reached pretty generally in favor of "no license."

The Covington (Ky.) Flag says that the gas company is pushing the work forward at a rapid rate, and that the city will soon be in a "blaze of glory."

We see it stated that Ex-Governor Helm declines becoming a candidate for Congress in the district in which he resides.

The Chicago Tribune says that some of the railroad companies in Illinois are impugning men direct from Ireland to supply the present scarcity of laborers.

Ex-President Fillmore and family arrived at Buffalo on Sunday night, with the remains of Mrs. Fillmore. The funeral took place on Sunday week.

The Lexington Statesman announces the death from apoplexy of Mr. Richard B. Kirby, who died at his residence near that city on Sunday week.

It is rumored in Washington that Mr. Cushing, the Attorney General, and Mr. Dabbin, the Secretary of the Navy, are to change places.

The Switzerland block of marble contributed to the National Monument was received with great pomp and display at Washington, on the 5th inst.

The Mt. Sterling Whig states that General Thomas Marshall, in a quarrel with his tenant about the cross, snapped his gun at him, turning a cap, and was shot by the tenant while trying to ram another trial.

We learn from the Nashville Union of Wednesday last, that the District jail of Cherokee, South Carolina, was a few days ago consumed by fire together with eight prisoners—all confined within its walls.

A fracas occurred on the steamer Fanny Farmer, at Paducah, on last Friday, between two deck hands, James Felder, of Ala., and William Kerin, an Irishman of Paducah, in which Felder stabbed Kerin, killing him almost instantly.

The proposition submitted to the voters of Mason county on Monday last, to subscribe \$100,000 to the stock of the Mayville and the Sandy Railroad Co., resulted in favor of the subscription by a decided majority.

The Southern Convention of Merchants.—Among the objects contemplated by the Southern convention which is to assemble at Memphis on the first Monday in June, are the following:

The establishment of a continental depot of cotton, in opposition to Liverpool.

The direct exportation of cotton by the planter, thus doing away with middle men, middle warehouses, middle commissions, middle insurances and all that intermediate medium which eats up our substance, and concentrates our exports at Liverpool.

To build up a Southern importing market, in opposition to New York.

To establish through railway alliance, more sympathy with the Great West and North West, socially, commercially, and nationally.

To have one or more lines of steamers to Europe.

To induce emigration through Southern ports to pass to the west by a communication always open, expeditions, and cheap, or to settle on a fertile lands.

To stimulate manufactures and general industry. To educate our children at home, to spend our wealth at home.

To aim at commercial and industrial independence.

Gov. Powell has appointed a large number of delegates to represent Kentucky in the Convention.—Hon. J. F. Bell and M. J. Durham, Esq., of this place, among the number.

A letter from Florence, Italy, in the Boston Traveler, says:

Hart of Kentucky, has finished a bust which will compel Powers to look sharp after his laurels in this line. It is of Critwell; and for life like finish and beauty of execution has never been surpassed, it equaled, by either modern or ancient sculptor. This seems like exaggerated praise, but fiction artists who have seen it say the same; and it is a masterpiece in its kind.

Hart is making good progress in his model of the statue of Henry Clay, for the ladies of Virginia. It will present the American statesman and orator in one of his graceful and dignified poses, while waiting the full effect upon the audience of his concentrated eloquence, before moving with a fresh burst of his wonderful power.

Hon. Humphrey Marshall, Minister to China arrived at Hong Kong previous to the 25th of January last.

The Railroad Gauge.

The Lexington Observer and Reporter of Saturday last, contains a well written and truthful article in favor of fixing the gauge of the Lexington and Danville Railroad at five feet. This article is intended as a reply to some one who, under the signature of a "Friend of Railroads," endeavored to prove that the 4 ft. 8 1/2 inch gauge was preferable. We have only to look for the closing part of "Fayette's" communication, together with the accompanying letter from an able and experienced Engineer. The arguments used, are enough, in all conscience, to prove to any who will think properly of the matter, that the 5 foot gauge is the gauge, for our road, and that nothing but a grasping self-interest could have actuated those who have opposed its adoption. We ask that the Stockholders of the Lexington and Danville Railroad will carefully read what here follows:

"Finally, our 'Friend of Railroads' closes by an appeal to the jealousy of Danville and asks for, if she will surrender the advantages of the three connections of Louisville, Maysville and the Big Sandy road, for the single connection of Covington? We answer, no—She will make her own road south without any obstruction, and such will be the importance of its connections, that not only Covington, but Maysville, and even the Big Sandy road will also make theirs five feet, (as a 'Friend of Railroads' argues, that a transhipment away off the State line is a small matter.) so that Danville will have three important connections, besides securing the Nashville and Memphis connection, and so have the connection with the Lexington and Louisville road, free of any charge for transhipment upon the very principle laid down by our 'Friend of Railroads.'—Where he speaks with direct reference to this very point, he says: 'Can any one doubt that the roads of uniform gauge do business at one price, that those of broken gauges will not come as low?' So that Danville has everything to gain and nothing to lose, by adhering to the southern gauge.

"In conclusion, as the decree has gone forth from those gentlemen, accustomed to do the thinking of this country, and who are determined to protect their investments at all hazards, even to putting in officers that will carry out their policy, which is considered as necessary to protect their investments in the Frankfort road, (as the late resignation of one of its officers with the Banking resolutions of great ability, &c., clearly indicate, if they succeed in this matter,) who is to be the future President of the Danville road?"

The present officers of the Danville road think that in view of the shakiness and inconvenience which they have suffered in bringing forward this road, that they ought to have a fair expression of the stockholders of this road in reference to this vexed question, and propose as a fair means of obtaining the same, to destroy the present papers that have been obtained of the proxies of stock for the different gauges, and let some one person for each county, be mutually agreed on to obtain the signatures of the stockholders to the narrow or wide gauge as they may be inclined, without comment on either side. For far as all that ought to be desired in a public matter of this kind.

"I will only add, for those who desire information in this subject of gauge, that I herewith submit a copy of a letter from an eminent Engineer of great experience, (who does not, of course, give this information as a personal favor, but in consequence of the importance of the question for the Danville road, and as he is at present absent from the State on business, I do not feel at liberty to give his name at present, but it will be forthcoming in due time. Hear him:

"FAYETTE."

In answer to your request to furnish the grounds upon which the advocates of the wide gauge claim for a preference over the narrow, I beg leave to say, that you are probably aware, that the narrow gauge was not originally adopted from any supposed advantages, or after an elaborate enquiry into the merits of the question in its several bearings; but in consequence of the width of the coal wagons used in and around New Castle, England, at the time of the first introduction of the railroad for that trade, when the power employed was, of course, horse, and as the system extended over the country and practically was brought to be applied to other uses than the transportation of coal, until finally the improvements in machinery showed the applicability of steam, as the moving power. The construction of the machines used were of course made to conform to the existing width of road. The transportation of passengers at high speed, in fact at any speed at all, was long in the comparatively short history of railroads, a subsequent introduction of steam as a moving power on roads.

Upon the introduction of railroads into this country, the width of track used in England was very naturally used as a feature. It was found, however, that at the high speed desirable for passenger traffic, there was a certain degree of unsteadiness in the engine, arising from its height and the narrow base on the rails, which not only proved injurious in its effects upon both the machinery and road, but was attended with danger to the passengers, arising from the tendency of the engine to leave the track by reason of the oscillations occasioned by the rapid speed now introduced, the center of gravity of the engine being necessarily high, and the stability of the machine, in consequence lessened. In order to diminish this dangerous oscillation, it was proposed so to arrange the machinery on the sides, as to permit the boiler (which was the great weight) to be lowered, thus making the engine steadier on the track; but an additional evil was continually being made on the capacity of the boiler, to provide steam to keep up the increasing velocity, and as any increase in the diameter of the boiler to confer this capacity, would be attended with the evil of raising the center of gravity, and thus again diminishing the stability, the boiler

was instead increased in length; but it was soon found that there was a limit to increased dimension in this direction, and the demand for increased power or steam capacity continuing, the only remedy was to increase the diameter of the boiler, and by adding to the distance between the rails, afford room to lower it in the frame. It had been found, also, that the new machinery introduced was cramped for room, (the modern race of locomotives differing widely from their ancestors,) and as in such machinery a few inches is a great relief, by widening the space between the rails to five feet, ample accommodation was obtained to suit the new necessities of the machine.

The true width was not arrived at by the first trial, but 7 feet—6 feet—5 feet 6 inches—5 feet 4 inches, and many intermediate widths have been tried and are all in use, the final conclusion being arrived at, that to admit of the most economical disposition of steam room and machinery, five feet between the rails is the most desirable and least troublesome width. It must be admitted, however, that some engine builders of eminence maintain that 5 feet 4 inches is the most desirable width, while all will tell you that 4 feet 8 inches does not give the room they need.

The importance attached, in my mind, to your adopting for your road the wider gauge, will not permit me to confine myself to enumerating its mechanical advantages as the sole inducement for you to adopt it, but I must be permitted at least to hint at the collateral advantages growing out of your peculiar position.

The views sketched are all, and I shall therefore only briefly refer to them.

Were your road a merely local line, designed solely for the accommodation of the travel from Lexington and Danville, it would matter but little what gauge you adopted; but your true position is as a rival to the Mississippi and Ohio rivers where there is no break of gauge. Cincinnati is, and will, for a long time to come, be the commercial center of this section of country in spite of every opposition. A large portion of her trade is with New Orleans and the South. In order that your road may be benefited by her commerce, no more obstacles than nature has herself interposed should be thrown in the way of an intimate business connection. We propose to carry the products of the Northwest and North. South. We propose to carry the products of the South, Southwest and Southeast. N. E. and we propose to carry to the products of Kentucky herself, both North and South. We can compete successfully with the river in supplying the interior with the heavy products of the Southern plantations, as well as in foreign luxuries; and return among other articles our cattle and hogs on the hoof.

But all this is measurably dependent on the continuity of road to the Southern points of Charleston, Savannah, Pensacola, Mobile and New Orleans being unbroken, all these cities being connected with the point to which you aim with a 5 feet track.

The Covington and Lexington railroad company, with a wise foresight, seeing their true position, have adopted the same gauge with the Southern roads, but a new proposal by interested parties, that we, lying between the Northern and Southern road, shall adopt the narrow gauge of the Maysville road, and the Cincinnati road. Is Maysville now, or has she the prospect of becoming, within any definite period, a commercial center greater than Cincinnati, with which our business interests call upon us to connect to the exclusion of the latter? What has she done for our road, and what will she do? An argument used by them is, "If the Lexington and Danville railroad be made on the narrow gauge, the Covington and Lexington will be also, even at some extra expense." Is this so? What does it prove? That a break of gauge is no impediment, that an engine should not run over 100 miles before trying? On the contrary, does it not prove that the Covington interest well understood the disadvantage of a break of gauge at Lexington, even though they may not design to run either their engines or cars on your road. But you do not need to be informed, that though an engine should not run over 100 miles per day, and that it is no inconvenience for a passenger to change cars, yet there is a manifest inconvenience and expense attending the transshipment of the hundreds of thousands of live stock which will yearly traverse your road, let it be done by means however inconceivably expedient. Bales of cotton and hogheads of sugar, &c., &c., will not move without hands, but must be made to change cars, and for what purpose? Not for the benefit of Lexington, who has aided to build your road—for if the Maysville road connection be so valuable, your road taking the same gauge and the Covington doing the same, will sweep its trade through Lexington—but that Cincinnati, who has and will aid your enterprise, must be debarr'd by you from enjoying any facilities of trade not possessed by Maysville, who has not, cannot, and will not raise one dollar in your behalf.


We leave out, for the present, all consideration of the rival lines of road to be built West of us that will be benefited by this break in your track—and also the difficulties thereby thrown in your way for the successful negotiation of your securities at the East, where the question is at present better understood; and regard, for a moment, your interests South, upon the supposition that this proposed break of gauge will not (as it might do) break up at present all chance of connection with the Southern roads through Tennessee. If the gauge be broken at Danville, no advantage can accrue to her; without a corresponding injury to her. If any one derives a profit by this break, the road must pay for it in some shape—that is clear—and for you to build on extension upon which you cannot run your own engines is manifestly too absurd to occupy your attention for a moment. The break would not be at Danville, but be carried to the Tennessee State line. But one of the main points upon which you rely for an economical working of this line to the Chattanooga road, so as to compete successfully with the river, is to throw the working management of the road, when built, into the hands of one company, as is done else-

where under like circumstances, and which results in a saving of 25 to 30 per cent. in the expenses of the road. This gain will be completely defeated by the necessity of keeping up two distinct establishments of engines, cars, &c.; and all the advantages of your peculiarly favorable position, and the location of your road lost, and without an equivalent benefit offered you. The subject admits of discussion in many aspects which will occur to you, and I have only to say, that an consideration of present pecuniary advantages should be permitted to weigh with your company for one instant in deciding upon the question of the gauge. It is lowering the very life of the road—its birthright as it were, to entertain such a proposition for a moment.

Respectfully, yours, &c.

FLYING SHIP—GEAR INVENTION.—The Account was again exhibited by Mr. Porter on Saturday night, at Carver's saloon. To say that this ingenious syll-like vessel, with its gay and airy saloon fitted with automation, passengers (looking out at the windows), are really elevated in the atmosphere, and pebbles its way in any direction by steam power, according to the dictates of its own helm, tend to strengthen the hope that the untiring projector of this means of aerial navigation may succeed in bringing it to a practical result. Mr. Porter seems to be sanguine that a machine on this principle can be constructed, capable of making two trips to California and back in the course of a week, carrying two hundred passengers at one hundred dollars a berth, thus realizing a snug profit on the investment. Experiment upon a larger scale will, however, best prove the practical utility of this mode of aerial navigation.

Washington Republic



DANVILLE COACH REPOSITORY,
Corner of Main and Fourth Streets, opposite the Patterson House.

S. E. FARRAND

W. O. L. D. respectfully inform the citizens of Boyle and the adjoining counties, that his SPRING STOCK is very large and varied, consisting of every description of Carriages, Coaches, Buggies, Rockaways, &c. &c.

His entire stock of Eastern work is from the best Manufacturers, and consists of all the latest styles and patterns, and he will repair and alter all the work sold by him to be his represents it. Let all wishing to purchase any kind of a VEHICLE, or who are fond of examining work in his line, give him a call.

Second-hand Carriages,
Of every description, repaired and fitted up in the best and most complete order.

Every description of Carriage made to order. Repairing and Reupholstering of all kinds done in the best style, and on the most reasonable terms.

S. E. FARRAND.
Danville, April 8, 1853.

New Saddle and Harness MANUFACTORY.

THE subscriber would respectfully inform the citizens of Boyle and the adjoining counties, that he has just opened, in the store room lately occupied by Mr. S. P. BARBER, on Main-street, opposite the Patterson House, the largest and most extensive assortment of Saddles, Harness, Bridles, &c. Ever before offered for sale in this market. He has also on hand, a fine stock of Robes, Trunks, Covers, &c.

Also, Fly Nets, Bits, Stirrups, Whips, Carpet Taps, and every other article usually kept in such establishments.

To his stock of Saddles, Harness, Trunks and Robes he would particularly invite attention. He thinks he can safely say, that his entire stock is far superior to any ever before seen in this place, and he will warrant all his work to be well made and of good materials. He respectfully invites the public generally to give him a call and examine his stock and learn his prices, as he is determined to sell cheap.

S. E. FARRAND.
N. B. REPAIRING of all kinds promptly attended to. S. E. F.

FRESH TOMATOES.—A large supply in cans—very superior—for sale at J. C. HEWY'S.

Office Lex. & Dan. R. R. Co.
Danville, April 14, 1853.

THE fifth call on the stock subscribed to the Lexington and Danville Railroad Company, is due this day.

W. A. WATTS, Treas'r.

CURRENTS, Raisins, Figs, &c.—25 casks Raisins Currants; 25 casks Raisins Currants; 100 boxes Figs; 10 boxes extra fine Figs; 50 jars and 50 boxes Prunes; 20 boxes Lemons; Dried Plums and Peaked Peaches; in store and for sale by Wm. BURKHARDT, Louisville.

PRESERVES, &c.—5 cases preserved Peaches; 5 Damsons; 5 cases Pine Apples; 5 Plums; 3 Quinces; 1 Tomato; 1 "Lemon; 1 Ginger; 3 Fresh Peaches; 3 Whortleberries; In store and for sale by Wm. BURKHARDT, Louisville.

WILLOW WARE.—Clothes Baskets, Market Baskets, Work baskets plain and decorated; Travelling and Children's Toy baskets; Cradles, Wagons, Chairs, &c., in store and for sale by Wm. BURKHARDT, Louisville.

PICKLES, Sauces, &c.—10 boxes Pickles—assorted; 5 cases Worcestershire Sauce; 5 John Dills; 5 Tomato and Mushroom Catsup; 5 Underwood's Relish; 15 The Fruit—assorted; 3 English Pickles; In store and for sale by Wm. BURKHARDT, Louisville.

WOODEN WARE.—A large assortment of Wooden Ware, Brass-bound Cedar Buckets; Iron-bound Cans, Keolers, Buckets, Tubs, Pans and Cedar Trays, Bowls, Piggins, Butter Moulds and Plates; Water Cans, all sizes brass-bound Measures, Wash Boards, Rolling and Clothes Pins, Spoons, Ladles, and a variety of other articles in store and for sale by Wm. BURKHARDT, Louisville.

Commissioner's Sale of Houses and Lots.

By virtue of a decree of the Boyle Circuit Court, in the case of John W. FLEMING, Guardian &c., against ELIZABETH FLEMING, &c., the undersigned Commissioner will, On Monday, April 15th, 1853, to sell, Being County Court day, expose to sale to the highest bidder, the following VALUABLE PROPERTY, to-wit:

The Dwelling House and Lot Now occupied by Mrs. Elizabeth Fleming, in Danville, on Main-street, provided the same shall bring at least \$1000.

One House and Lot On Main-street, adjoining the Episcopal Church, recently occupied as a Doctor's shop by Drs. Fleming & Healy, provided the same shall bring at least \$200.

One Lot On Walnut-street, purchased by John Fleming, dec'd., of Stephen Wallace and Healy, containing Three Acres more or less, provided the same shall bring at least \$400.

One Lot Adjoining the above, purchased by Dr. John Fleming, dec'd., of Healy and Healy, containing Four Acres, provided the same shall bring at least \$300.

TERMS.—The above sales to be made on credit, 12, 18 and 24 months from day of sale, to bear interest from date, the purchasers to give bonds with approved security, having the foreman and replevin bonds, payable to the Commissioner.

W. C. ANDERSON, Com'r.
Danville, April 8, 1853.

VALUABLE FARM For Sale.

I WILL offer at public sale, on the 17th day of May, 1853, MY FARM, lying in Lincoln County, 4 1/2 miles South of Danville, between the turnpike roads leading from Danville to Hustonville and Stanford, convenient to both roads. It contains about 500 ACRES.

Of which 200 acres are in cultivation, the balance in woodland, and all finely set in grass and in a high state of cultivation. The improvements are very good, and the water abundant and excellent. I will sell at the same time 200 Acres of Timbered Land, lying 5 1/2 miles South of Danville, and 1/2 of a mile from the turnpike, running to Hustonville. 100 acres of this land if put in cultivation, will produce fine corn and grass. Any one wishing to buy a fine stock farm, can now be accommodated.

JNO. W. SHELLEY.
April 1, 1853.

Richmond Messenger copy till sale and forward account to this office.

NEW YORK Millinery and Dress Making ESTABLISHMENT.

MISSES S. & M. C. CLOTHES have just received a large assortment of the most fashionable Spring Bonnets, Ribbons, &c. Also, a splendid lot of French Caps, Head-dresses, &c.

The Ladies are respectfully invited to give us a call before purchasing elsewhere. City Dressing, south-east corner of Second and Walnut Streets.

April 8, 1853.

The Progress of the Age. Boot and Shoe Manufactory.

BEING a business of manufacturing on a large scale, I have made A Reduction of 25 per cent. In my prices, even! Therefore I will make it your interest to Patronize your Home Manufactory. Call and see for yourselves.

J. P. THORPE.
Danville, April 8, 1853.

GALL P. BARBER, MANUFACTURER OF Saddles, Harness, Trunks, &c. NO. 21. High Street, between Market and Main, LOUISVILLE, KY.

NEW CASH STORE!

THE undersigned, having permanently located themselves in Danville, respectfully announce to the citizens of the town and vicinity, that they have just received and are now opening, in the store-house recently occupied by Mr. L. DUNN, a large and complete assortment of all descriptions of

STAPLE AND FANCY DRY GOODS, Embracing every variety of such articles as are generally kept by Dry Goods dealers. In our stock may be found a great variety of

DRESS GOODS: Such as, Girded Silks, of the latest styles; Grenadines; Brochures; Serges; Silk Ties; Benge Delaines; Shalby Delaines; Persian Cloths; plain colors, Laines, &c., &c., together with English and American Prints, Bleached and brown Cloths, and Shirtings; Table Linens, Bed Tickings, Hoosier, Gloves, Irish Linens, a well assorted stock of Ladies' Shoes and Boots, &c., &c., all of which we propose selling at CASH PRICES. There is no need of going to Lexington for Goods. They can be bought here.

CHEAPER THAN AT LEXINGTON. Let those who doubt, call upon us and see for themselves. We are desirous of selling our Goods, and will take great pleasure in showing them to all who may call. We sell a silk, whether they wish to purchase or not.

S. E. S. MISSICK.
Danville, April 1, 1853.

EMPORIUM OF FASHION. NEW GOODS.

THE subscriber is now receiving from the Eastern Cities a large and fashionable stock of superior

Spring and Summer Dry Goods, Both Staple and Fancy, To which he respectfully invites the attention of purchasers. THE LADIES will find his stock of

DRESS GOODS, Embracing the latest and most popular styles of Silks, Chiffons, Benge, Grenadines, Jacquets, Muslins, Lawns, Delaines, Cinghams, Prints, &c., &c., Together with a well assorted supply of Bonnets, Ribbons, Laces, Gloves, &c., &c. My stock of Goods for Gentlemen's Wear embraces everything in that line. Also, Hats and Caps, Boots and Shoes, Fine Groceries, Queensware, &c.

This stock of Goods cannot fail to suit purchasers. It is complete and fashionable, and every article will be sold remarkably cheap. My Goods will show for themselves, and require no puffing or humbugging to bring them into notice. Call and look at them.

JOHN H. CALDWELL.
N. B.—All kinds of Barter taken in exchange for Goods.
March 25, 1853.

VALUABLE PROPERTY AT AUCTION.

HAVING concluded to remove to Texas, I will sell at the highest bidder, at public sale, ON MONDAY, APRIL 18, 1853, being Boyle County Court day, being Boyle County Court day.

My Livery Stable, Situated on Fourth-street, near Main, in the town of Danville. Said Stable is large, containing plenty of room, with a good brick tank, and fine large Drank Office, all in first-rate repair, with grounds sufficient for all necessary purposes, also, a good new Cistern, which will supply water to supply the stable; together with every other necessary and convenience for carrying on the business successfully. The Stable now has a steady patronage, the way of having horses, harnesses, &c., Nicking Reeking, Hacks, and a very liberal share of the travelling community. I will also sell at the same time, my entire stock of

Horses, Mules, Hacks, Buggies, &c. Together with all the apparatus necessary. My Stock, Vehicles, &c. are all in good repair and condition, and will be sold at a very low price, on examination and enquiry that a better location is hard to find, and scarcely any can be found possessing the same advantages. I will also sell at the same time and place, A Neat Family Residence.

VALUABLE FARM FOR SALE.

HAVING determined to sell THE FARM on which I now reside, I will offer it to the highest bidder, at public sale, on Tuesday, the 17th day of May, 1853. This Farm contains

About Six Hundred Acres, All of which is first-rate Corn and Hemp land, on which I now reside, and the balance well timbered and all finely set in blue grass. It is well watered, their being at all seasons of the year a plentiful supply for stock and all other purposes. It possesses the advantage of being in a good neighborhood, it is 3 miles south of Danville, 1 mile from the turnpike leading from that place to Hustonville, and 1 1/2 miles from the railroad leading from Lexington to Maysville, Tenn., a portion of which is now under contract.

The Dwelling on this farm is a large well built Brick House, with a fine cellar, and is pleasantly and healthfully located. The Out-buildings are substantial, there being Brick Negro houses, an Ice house, a two-story brick mill-house, with first-rate Bars, Stables, Cists, &c. There are also two wells within the yard, that afford an abundant supply of water for all purposes. The yard and premises are handsomely embellished with shrubbery, an excellent Garden, a large and select Apple Orchard, and a great variety of small fruit. Altogether would be a good and comfortable home, would do well to call and examine for yourselves.

EVAN SHELLEY.
Lincoln Co., Ky., Feb. 25, 1853.

PUBLIC SALE.

WILL sell to the highest bidder, in the town of Danville, on Monday, the 18th day of April, 1853, being County Court day,

A Negro Girl, About 10 or 12 years old, belonging to the estate of Wm. McCann, dec'd., for Cash in hand.

A. G. KYLE, Exec'r.
April 1, 1853.

J. C. HEWEY, Wholesale and Retail Dealer in Confectioneries and Candles, Fine Groceries, FOREIGN AND DOMESTIC FRUITS, Perfumery and Fancy Articles.

Cigars and Tobacco; Wines and Cordials; Oysters, &c., &c. No. 23, Main street, March 11, '53 Danville, Ky.

G. W. TROTTER, WM. SHINDLEBOWER.

Trotter & Shindlebower, Wholesale and Retail CONFECTIONERS, And Dealers in FOREIGN AND DOMESTIC FRUITS, Groceries, Fancy Articles, &c.

175. 21. Main street, opposite the Branch Bank, Danville, Ky.

Parties, Weddings, Balls, &c. Promptly attended to, and furnished with the latest styles of French and American Cakes, Sticks and all other eatables and ornaments required on such occasions.

TROTTER & SHINDLEBOWER.

BEDSTEADS! 30 BEDSTEADS, of every style and finish, for sale cheap, by G. W. HEWEY, 3d st., Tribune Building, March 11, '53.

LOOKING-GLASSES. A large supply of Looking-Glasses, of various sizes, with or without frames, for sale cheap at the

G. W. HEWEY'S Warehouse, Third-st., under the Tribune Building, March 11, '53.

NEW GOODS! I AM now receiving and will have my complete stock in a few days, a superior stock of DRY GOODS.

Bonnets, Hardware, Cutlery, Queensware, Boots, shoes, Hats and Clothing! Offer the various late styles and patterns, too numerous to mention. For particulars, see small bills. Call and

